

TSA Screens Passengers At Palomar

Transportation Security Administration (TSA) agents now handle passenger security screening at McClellan-Palomar Airport. The new federal agency takes over from Sky West Airlines, which operates United Express at Palomar.

"TSA is committed to working with the airport and the community at large to ensure the security of the flying public," said Michael Aguilar, federal security director for the airport. "Our new federal screeners are highly trained and highly motivated to provide the world-class customer service and security the American people deserve."



Michael Aguilar introduces Kris Does TSA's new representative during ceremonies at Palomar Airport November 5.

Ceremonies marking transition to TSA screeners November 5, featured remarks by Aguilar and TSA's new representative at Palomar, Kris Does who will now oversee TSA operations at the facility. Representatives of the Palomar Airport Advisory Committee, Sheriff's Department, County Airports, America West Express, United Express and airport businesses attended.

Palomar is one of more than 300 airports nationwide to fall under the TSA umbrella. The agency has more than 44,000 employees each of whom received 44 hours of classroom training and 60 hours of on-the-job training.

TSA Travel Tips Available On Line

Can you carry a cigar cutter, nail clippers or tweezers on a commercial airliner? Tips for travelers and explanations of TSA security procedures are now outlined on the Internet. A link is on line at the County Airports web site: www.scdpw.org/airports.

You'll find information on passenger and baggage screening procedures. There's also a helpful list of items you can and cannot carry on or check through a commercial flight and other information travelers need in the post-9/11 flying environment.

Emergency Drill @ Gillespie

Fire fighters from several East County agencies joined Airports staff in late November for an emergency drill at Gillespie Field.



Firefighters get rescue information from Marine helo crew during Gillespie Field drill in November.

With two Marine Corps helicopters and one from the California Department of Forestry, fire responders got the chance to get an up-close look at the aircraft to determine what can be done in the event of an emergency landing or other accident. Pilots and crews from the helos explained where emergency ingress and egress points are and what can be done during a rescue attempt.

Destination San Diego—Aberle, Aviation, Fallbrook

Aberle and aviation are synonymous in Fallbrook. You can't talk about the Airpark today, or about its history, without mentioning Yvonne Aberle. She and her husband started



Yvonne Aberle

Fallbrook Air Service nearly 35 years ago.

"We were on our way back home (Compton, CA) one day and my husband wanted to show me Fallbrook. We were driving from Ramona and when we got here I saw a sign over the road that said 'Fallbrook Community Airpark', and we drove up the hill and there it was," she says nostalgically. "We found out they wanted an FBO (Fixed Base Operator)."

So the couple packed up their Los Angeles County business and moved south to establish themselves. With their experience, they made a go of it in Fallbrook.

Yvonne Aberle knows something about flying. She's been a pilot since 1965. From her office just down the hill from the Fallbrook runway, Aberle continues her aviation business. She offers pilot supplies, hangar rentals and her son, Tom, does aircraft maintenance and aircraft construction. She used to operate a flying school and her office shelf has more than its share of student flight logs.

"I'd gladly give these to the people they belong too," she said. "I just can't bear to throw anything away."

Aberle's seen Fallbrook grow from a sleepy valley to a bustling community. She's seen aviation go through boom and bust times and she's weathered it all. She's proud of what she's done.

"We're still supporting the airport, keeping the community growing," she said. "We have 34 hangars that we rent and we have options on more space here at the Airpark. I think the airport's going to make it."



Small plane prepares for takeoff at Fallbrook Airpark where Yvonne Aberle's run her business for nearly 35 years.

Compass Points

By Rick Jenkins, Airports director

In several editions of *Plane News* during the past couple of years, I've discussed various upcoming construction projects at County Airports. Last Spring, we completed the long-awaited runway extension and overlay project at Ramona Airport. It was completed in time for the California Department of Forestry and Fire Protection and the U.S. Forest Service to operate air tanker aircraft from the airport during this year's fire season.

One of our primary goals at County Airports is to minimize the impact of construction on airport users. I think we were very successful in these efforts during the Ramona runway project.

We are currently planning several additional major construction projects for this fiscal year ending June 30. These include completion of the sewer line and construction of an air traffic control tower at Ramona Airport, reconstruction of Taxiway "A" at McClellan-Palomar Airport and reconstruction of Runway 27L at Gillespie Field.

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Several smaller construction projects are also planned including construction of additional water line at Fallbrook Community Airpark and certification of the Automated Weather Observing System and installation of the LDA/DME at Gillespie Field.

Additionally, we anticipate starting the design for reconstruction of Runway 27R at Gillespie Field shortly with construction to begin during the next fiscal year.

We will make every effort to reduce the impacts of construction to airport users during these projects as well. Airport managers will share information regarding construction projects with users and request your ideas to reduce impacts and complete the projects as quickly and safely as possible. If you have questions regarding any of these projects, please call or visit the appropriate airport manager.

Ramona Finnila—Leader of the PAAC

She calls herself a verb because she's happiest when she's making something happen or completing a plan or reaching a goal. Ramona Finnila is an *action* verb.



Ramona Finnila

Not only does she chair the Palomar Airport Advisory Committee (PAAC), she's chaired the San Diego Association of Governments, sits on advisory groups for California State University San Marcos and is active with habitation management. Oh yes, she's also a member of the Carlsbad City Council.

When she speaks of Palomar Airport, it's obviously a subject of passion.

"I want this airport to stay here forever," she says. "Palomar Airport is a treasure, not only for North County, but for the whole County."

Finnila has served PAAC for ten years and has watched the airport develop and improve. She sees it as an important part of the transportation system today and tomorrow.

"Palomar Airport will be a vital necessity," she said. "It offers mobility choice, and also an opportunity for new businesses to come here, for new connections between general aviation and commercial carriers. The airport is a catalyst because it has spawned economic activity that would not otherwise have been here and because it has been a lure to aviation people."

Change is also something Finnila sees for Palomar. She looks to a time when the airport is connected to an integrated transportation system where buses, trolleys and trains connect communities. And her vision for Palomar includes even more improvement.

"I see it reconfigured. I see general aviation and commuters coexisting peacefully. I see a few more flights a day by commuters, maybe one or two new carriers. I *do* see a new terminal with a restaurant," she said with a smile.

Sound Thinking

Noise Study Explores Impact

By Russ Couchman

The County of San Diego along with the Federal Aviation Administration (FAA) have begun McClellan-Palomar Airport's second Federal Aviation Regulation Part 150 Noise Compatibility Study (Part 150). The first study was completed in 1990.

Part 150 prescribes the procedures, standards, and methodology governing the development of noise exposure maps and airport noise compatibility programs. It also details the process for evaluating and approving or disapproving the noise exposure maps and airport noise compatibility programs as described in the Aviation Safety and Noise Abatement Act of 1979. Current noise exposure maps including noise contours, along with the current Voluntary Noise Abatement Procedures were products of the first Part 150 process—and the County is very interested to find out what this new study might yield.

Jeffrey D. Fuller, senior project acoustician with URS Corp. is project manager leading teams from Wyle Laboratories and Katz and Associates. Wyle Laboratories, using historical data from the Noise Monitoring System at McClellan-Palomar and from real-time field data, will be responsible for creating the new noise exposure maps. Fleet mix and airport usage by time of day will also be considered. This data will be placed into the FAA's Integrated Noise Model (INM) to produce noise contours. INM provides a highly reliable relationship between projected aircraft overflight noise exposure and the surveyed reaction of people to noise. INM is also very accurate in determining exposure of individuals to noise within a particular noise level contour.

A noise contour is simply a series of lines drawn on a geographically correct map modeling a time-weighted noise metric called Community Noise Equivalent Level at increments of 60, 65, 70 and 75 decibels, as described in Section 150.7 and A150.101 of Part 150 and in the California Airport Land Use Planning Handbook. These contours are then used for land use planning in areas surrounding public use airports.

Katz and Associates will be responsible for ensuring surrounding communities, pilots, local and even national business interests will have every opportunity to participate in this process. Katz will use direct mail, local media, and documents filed at local libraries for public review. Members of the URS team will attend up to 12 Palomar Airport Advisory Committee meetings and hold up to three public information meetings.

Ultimately the final Part 150 study, summarized handouts and a detailed PowerPoint presentation will be delivered. The entire project is expected to take approximately twelve months.

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PHOTO ID RULE FOR GA PILOTS

General aviation pilots must now carry a government-issued photo ID when flying. Federal Aviation Administration (FAA) head Marion Blakey announced the requirement in November at the Aircraft Owners and Pilots Association (AOPA) meeting in Palm Springs. FAA based its rule changes on a petition submitted by AOPA in February.

Under the new rules, suitable forms of identification are a valid driver's license, federal or state ID card, a U.S. armed forces' ID, credentials that authorize access to airport secure areas or other identification that the FAA accepts. The new regulations also require pilots to present ID when requested by the FAA, Transportation Security Administration (TSA), National Transportation Safety Board or any law-enforcement officer.



TailSection

Roger Griffiths is the new Assistant Airport Manager at Palomar...Mike Carson and the maintenance crew completed a remodel of the repair shop and conference room at Gillespie Field...American Public Works Association presented County Airports with an Honorable Mention for construction of the Ramona runway extension project...Fleet Week at Gillespie Field drew more than 10,000 visitors to the east county facility...Landscaping work is complete at Palomar Airport...January's Super Bowl in San Diego will impact County Airports. Gillespie Field is expecting more than 100 corporate and private aircraft with Palomar and Ramona as back-ups...Sewer line work at Ramona is complete and the pump station is under construction...Bid notices went out in mid-November for construction of the control tower at Ramona (more next issue on this item).